



Bicycle Parking Initiatives
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Baltimore Metropolitan Council

Tiffany James,
Special Assistant to the Executive
Director/Public Relations Manager
Parking Authority of Baltimore City

Nate Evans,
Bicycle and Pedestrian Planner
Department of Transportation
City of Baltimore

PABC Overview

Implement Parking Philosophy

- Short term parkers should park on-street
- Long term parkers should park off-street
- *Parking Demand Management*

Be responsible managers of City-owned parking assets

- On Street
 - Meters/RPP/Reserved Handicapped
- Off Street
 - 16 Garages/24 Lots

Department of Transportation

- Bicycle Master Plan 2006
 - Network of bicycle routes
 - Links bicycle routes to important destinations
 - Recommends road improvements
 - Striping
 - Signage
 - Creates bicycle facility guidelines for traffic engineers
 - Recommends changes in City policies
 - Recommends educational programs
 - Explores creative funding opportunities
- Implementation of Plan (2007-present)

Bicycle Parking – On Street



- Old single space meters typically used for bicycle parking
- Many single space meter poles saved during conversion to multi-space meters
- Topped with hardware to continue use as bicycle parking

Bicycle Parking – On Street



“Downtown” racks in front of Benton Building (417 E. Fayette Street)



“Downtown” rack in front of City Hall

Bicycle Parking – On Street



“Bicycle” rack on Jones Falls Trail

Bicycle Parking – Off Street



Existing bicycle racks inside Baltimore Street Garage

- Bicycle racks installed at:
 - Baltimore Street Garage
 - Penn Station
 - Fleet & Eden Garage
- To be included in all future garages
- Exploring secure bicycle parking within existing garages (\$5-\$10 per month)

Bicycle Parking – Off Street



- PABC Garages with Bicycle/Scooter/Motorcycle Parking Possibilities:
 - Penn Station
 - Baltimore Street
 - St. Paul Street
 - Marriott
 - West Street
 - Fleet & Eden

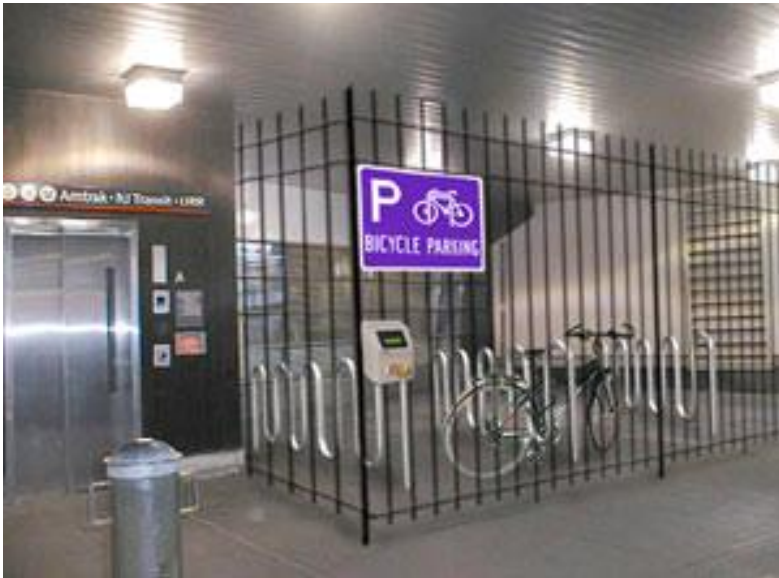
Penn Station Garage



Baltimore Street Garage



Baltimore Street Garage



- Secure Parking Possibility
- Controlled Access
- Monthly Contract (\$5-\$10)
- Convert 2-3 parking spaces into ~ 20 bicycling spaces
- Determining interest

Secure Bike Room



Brisbane, Australia

St. Paul Street Garage



Entrance to garage (off St. Paul Street) before ramp

Marriott Garage



Between entry and exit equipment

West Street Garage



Safe, accessible entrance



Close to unused space on first floor

Fleet & Eden Garage



Next to office, between entry and exit equipment



Near first floor unused space

Privately Owned Garages

- Lead by example
 - If successful, may encourage operators to do the same in other garages
- DOT is requiring PUDs to include bicycle facilities:
 - Secure bike parking
 - Bike lanes
 - Shower facilities



Questions?

Tiffany James

Parking Authority of Baltimore City

Tiffany.James@baltimorecity.gov

443.573.2820

Nate Evans

Baltimore City Department of Transportation

Nate.Evans@baltimorecity.gov

443.984.4094

